

2001 California Bridge Construction Forum Discussion Items

<u>Item #</u>	<u>Discussion Item</u>	<u>When</u>	<u>OSC Action plan</u>
Falsework			
1	FW Academy for Contractors	Fall '01	1) One module of the Falsework Academy will be an Industry panel. 2) OSC will provide academy training material by CD and/or the OSC website.
2	Preapproved or Standard FW Details	Fall '01	OSC is developing a process to receive and approve standard falsework details.
3	Metric FW and Shoring design manuals		Nothing planned at this time. Caltrans will have a metric manual in place when submittals are required to be in metric.
4	Sharing FW failure reports with Contractors	Immediately	In accordance with the Public Information Act, these reports will be posted on the OSC website: www.dot.ca.gov/hq/esc/construction/construc.htm
5	Delay in submittal review	Immediately	A continuous emphasis will be made on the timely review of submittals by OSC Structure Representatives.
6	FW welding per D1.5 is overkill	Immediately	A new specification is showing up in projects that will specify that for falsework designs with weld demand greater than 1000 pounds per 1/8 inch per inch of weld will require that the falsework engineer specifies a welding code.
Flyash			
7	Industry has concerns with the increased flyash content.	OnGoing	OSC management will promote the development of an industry-CT team to look at concrete mixes, flyash contents, different curing methods, and different additives.
		Immediately	OSC will support and will provide administrative support staff on test projects.
		Completed	OSC will review tasks orders for consultant lab technician support at METS.

<u>Item #</u>	<u>Discussion Item</u>	<u>When</u>	<u>OSC Action plan</u>
8	Ammend the language in Section 90-7.03,"Curing Structures", of the Standard Specifications.	Immediate	Eliminate method specifications for curing structures.
		Approx 1 yr	Implement successes of research into specs/going jobs and post test results on the web.
		Approx 1 yr	On going contracts OSC will support Contractor requested CCO's to increase deck concrete placement temperature and will work to revise the specs on upcoming jobs.
9	CT should educate the industry on why flyash is needed Explain and validate if ASR is truly a problem	Approx 1 yr	Distribute METS report of present ASR structures and testing. This is a statewide issue and will be detailed in report and made available on the OSC website.
10	Improve communication and distribution of Flyash knowledge.	< 6 months	Continued use of Bridge Contractor Forums. Specific flyash web page will be added to the current OSC internet site.
11	Approved admixtures should be tested based on the required flyash	Pending	Industry will need to develop dosage rates for their own marketed admixtures.
12	Smaller flyash particles are more effective at ASR mitigation.	Completed	This is a correct statement based on flyash industry research.
13	Caltrans allows flyash to be used that is of non-consistent quality.	< 3 months	OSC will discuss with the Lab the issue of the non-consistent quality of flyash.
14	CT's action plan should be distributed to all.	3 months	An action plan has been developed to address Discussion Topics from the 2001 Bridge Construction Forum and is being distributed to all and being posted on the OSC website.

<u>Item #</u>	<u>Discussion Item</u>	<u>When</u>	<u>OSC Action plan</u>
Training			
15	Improve the Contractor/State working relationship	Spring '02	OSC is committed to continuing the Bridge Forum process in '02.
16	New CT staff have a need for training. There is a problem with inexperienced staff.	Ongoing	Each ACM has a Senior Specialist who's duties include developing training for staff. Material is under development now and we expect this training to be in full swing by '02.
17	Need to solve problems first, settle administrative issues later	Ongoing	Guidance, training, and experience will help newer staff to recognize priorities.
18	Need timely response and timely inspection.	Ongoing	OSC goal is to perform timely inspections that cause the least disruption to the project. Experienced staff is the key.
19	Authority problem: District RE's seem like they elevate more issues to their seniors than in the past.	Recommend	A prejob meeting with the Str Rep, the RE, CE, BCE, and managers, and the contractor will help to define everyone's roles.
20	Need better communications.	Immediate	More OSC involvement in schedule/progress mtngs (BCE and ACM)
21	Support training for CPM for CT staff	Immediately	OSC to request more CPM training opportunities from Division of Construction.
Authority of the Str Rep			
22	Str Construction Sr.'s need to be more involved at the job level.	Immediately & Ongoing	These items are tied to training and direction/example set by BCE and ACM.
23	Get OSC more receptive to the political issues; look for solutions that take into effect all the ramifications of the situation. Tell the Str reps they need to be a part of the solution, have a sense of urgency and not throw the issue over the fence.	Immediate & Ongoing	OSC and the Districts plan to cross train staff to provide OSC staff with a better sense of the politics and "big picture" behind each project.
24	Clarify chain-of-command for the job.	Recommend	Prejob meeting with RE/BDR, CE/BCE, managers & contractor to define roles.
25	Who should the contractor approach? Caltrans should have uniform viewpoint. Need easier, more aligned communication within CT and with the Contractor. Need partnering between RE and Structure Rep; get agreement on roles.		An emphasis should be placed on a prejob meeting with the State and Contractor's project staff to define everyone's roles. OSC to emphasize need to become more involved in schedule/progress mtngs at Senior and Manager levels.

<u>Item #</u>	<u>Discussion Item</u>	<u>When</u>	<u>OSC Action plan</u>
	Bidder Inquiries/Prebid meetings		
26	Need mandatory pre bid meetings.	Fall '01	OSC is sharing feedback from Forum that all bidder inquiries & responses be listed on the internet with the HQ Division of Construction management.
27	Need follow up from issues raised at pre-bid meetings, then send out the responses to all the attendees	Long Term	This issue has been taken to the Division of Construction and CT Legal for guidance.
28	Publish bidder inquiries on the net for all to see.	<1 Year	Caltrans Office Engineers (OE) is working on a system to provide this service.
	60-day cure		
29	60-day cure option on closure pours for short spans.	Short Term Quality Team	OSC & OSD have formed a Quality Team to look into early closure pours between staged work. Simple spans and precast and steel girder structures are good candidates for elimination of closure pour. On going jobs Structure Reps will be proactive in checking into early closure pour or the elimination of closure pours. Any changes will require OSD concurrence.
30	Barrier Dowel hook Revise standards to show 90 degree hook on barrier dowels.	N/A	This is already an option. Caltrans doesn't want to require this optional steel.
31	Engineer Onsite for demolition Can the requirements for the contractor's engineer to be onsite during all bridge removal operations be modified to include only critical operations?	N/A	The bridge removal specification requires the Contractor's engineer to be onsite during all removal operations. There are no plans to change this requirement.
32	Constructability reviews Is CT performing Constructability Reviews and can industry become involved?	1 Year	CT is committed to the CR process and guidelines are being developed as the process gains momentum within Caltrans. Each OSC manager has a Senior Specialist whose duty statement includes a focus on Constructability Reviews. OSC's CR role will be formalized in the next yr. Caltrans can and does solicit industry input on constructability issues during project development. Beyond informal input there are no plans for formal industry input to the CR process.

<u>Item #</u>	<u>Discussion Item</u>	<u>When</u>	<u>OSC Action plan</u>
33	Permit restrictions and requirements Contractor input is valuable. Permits obtained without this input are often too restrictive.	Ongoing	CT continues to get industry input on complicated projects via informal phone calls. There are no plans for a more defined process.
34	Piling Cut off pilings: Why doesn't Caltrans pay for it? This is an equity issue.	N/A	The length of any pile that Caltrans can pay by statute is the length of pile in the completed work. CT has no plans to revise this statute.
35	Pile welding per D1.5...D1.1 is sufficient for pile splices	N/A	Pile splicing is currently specified under D1.1, not D1.5
36	Submittals / time delays in-house If there is a delay, Caltrans needs to tell the contractor how they will make the contractor whole.	N/A	This is already addressed in the contract language.
37	Profilograph/Deck texture There is confusion caused by inexperienced OSC staff interpreting the profilographs when checking the final riding surface of a bridge.	Winter '02	A training module on "How to operate and interpret the readout of a profilograph" is to be developed for OSC field staff.
38	Deck Noise	Ongoing	CT is looking at bridge deck texturing. Possible changes to the deck texturing spec. include: Making tining non-uniform, tining at a skew, and limiting the depth of tining to 6 mm (1/4 inch) max.
39	Early post tension criteria Why don't we have the criteria by strength, rather than time? When we have an A+B job, we ought to do this, if there is a reason to do it. This needs to be designed for.	As necessary	Currently post tensioning is governed by strength and time. CT has allowed strength criteria in the past (after the Northridge EQ), however, a minimum modulus was required in addition to a specified strength. The necessary modulus is achieved with specified strength, and by using strength criteria additional testing to determine modulus is not required.

<u>Item #</u>	<u>Discussion Item</u>	<u>When</u>	<u>OSC Action plan</u>
	Wrapped visqueen for curing columns		
40	Include the use of visqueen for curing columns in the std spec.	Winter '02	This curing practice is allowed. There is a bridge construction bulletin. OSC is working towards including language on visqueen cure of columns in the Stnd Specs.
	Safety awards		
41	Contractors spend a lot of money on safety. If there is a project built with no lost-time accidents there should be a recognition or reward.	Spring '02	This is a wonderful idea! Recognition of safety efforts is long overdue. OSC is developing a process to select and will make a safety presentation at next year's Bridge Construction Forum.
	Dry Surface Finish		
42	Why doesn't OSC allow a spray-on finish as part of a class 1 finish?	N/A	Caltrans has found it difficult to write a specification to allow this process without controlling the materials in the spray-on material and without assuring a Class 1 finish prior to the application of the spray-on.
	Electronic drafting files		
43	Other Agencies make files available, will Caltrans do this?	Ongoing	Caltrans is moving in this direction. Electronically available project files for distribution are under development. Currently, As-Built plans are available via the Strs Maintenance website.
	Deck crack-epoxy injection vs methacrylate.		
44	Are cracks seen after grinding a problem to address?	Completed	CT is revising the crack remedy spec for future jobs. OSC will support Contractor requested CCO's on going projects.